

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FHWA-Mont.-EIS-71-03-F

AND

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

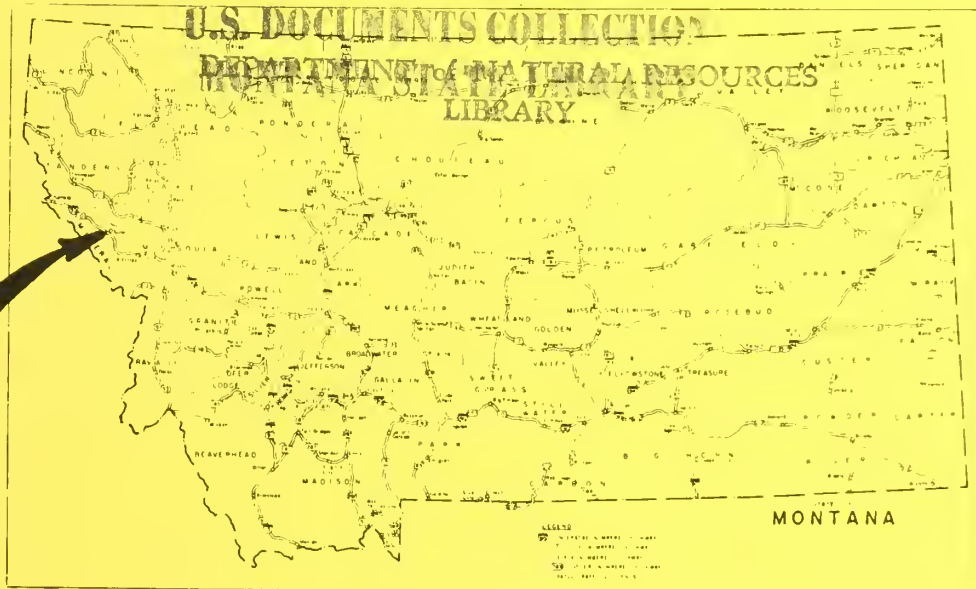
FINAL
ENVIRONMENTAL STATEMENT

FOR

I 90-1(13) 39 Sloway East & West
I 90-1(40) 43 Superior West
F 254(10) Superior-La Vista

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This highway improvement is proposed for funding under Title 23, U.S.C. This statement for the improvement was developed in consultation with the Federal Highway Administration and is submitted pursuant to:

42 USC 4332 (2) (c)

Date 7-18-74 H.J. Anderson
Director of Highways

By [Signature]
Administrator, Engineering
Division

APPROVED AND ADOPTED BY FHWA

Date _____ By _____
Federal Highway Administration
Regional Engineer

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SUMMARY SHEET

I. TYPE OF ACTION

- (X) Administrative
- () Draft
- (X) Environmental Statement
- () Combination Statement
- Combination Environmental/Section 4(f) Statement
- () Legislative
- (X) Final

II. PROJECT DESCRIPTION

These Interstate projects were the subject of a previous Draft Environmental Impact Statement filed in April 1971.

As a result of a public hearing held in June 1971, a change in alignment will be made; two interchanges and the primary connector road F-254(10) will be added. Therefore a second draft statement was circulated on December 7, 1973. The interchanges, Dry Creek and West Superior, will be located about 4.4 miles and 2.2 miles west of Superior, respectively. The primary connector will be located north of the Clark Fork along old U.S. 10 beginning about 2.2 miles west of Superior and ending in Superior.

The Sloway East and West and Superior West projects begin 4.9 miles east of St. Regis, Montana and extend easterly approximately 8.06 miles, generally following the Clark Fork, to Superior, Montana.

The projects will have four 12 foot driving lanes with 10 foot outside and 4 foot inside shoulders. The interstate projects will have full control of access and will include dozer roads, frontage roads and access roads.

Included in the Sloway project will be the Dry Creek Interchange and a large structural steel plate pipe at Dry Creek which will allow fish to pass under the Interstate to reach spawning areas upstream.

Four bridged crossings of the Clark Fork will be involved. The Superior West project will have one interchange with a connection roadway F-254(10) to the City of Superior.

The rural portion of the primary connector road will have two 12 foot driving lanes and 2 foot outside shoulders. An urban section incorporating curbs, gutters, parking lanes and sidewalks will be used within a portion of the corporate limits of Superior.

Also included will be the relocation of approximately 1 mile of Chicago, Milwaukee, St. Paul and Pacific Railroad.

III. ENVIRONMENTAL IMPACTS

These projects will provide a safe and efficient transportation facility for the traveling public. Special features have been provided wherever possible to alleviate adverse environmental impacts. These features include providing retaining walls to prevent encroachment into the Clark Fork. Split alignments will minimize scarring the terrain as well as retain the existing vegetation between lanes to provide shelter belts.

One family living within the proposed right-of-way in the vicinity of the Sloway campground will be relocated. This relocation is not considered a major problem. However, relocation will not be effected until and unless suitable replacement housing is made available to this family.

Construction of the facility would require 286 acres of new land. Wildlife populations would be forced to adapt to this reduction in available habitat and to the right-of-way fence which might restrict their movements. The Montana Department of Fish and Game has indicated that there are no major game migration routes in the project area, although they do have reports of elk crossing the river in the vicinity of Keystone Gulch. The project would not encroach on any winter range.

With the exception of the four bridged crossings of the Clark Fork River, the project will not infringe on the stream channel. No significant change in fish habitat is anticipated.

Other impacts are air and noise pollution, restriction of some fishing access and taking land for right-of-way.

Project F-254(10) will create increased traffic in and through the town of Superior and westerly to the Interstate connection. An increase in noise levels can be expected as a result. Businesses in Superior and westerly along the route should experience an economic boost due to the added traffic.

IV. ALTERNATIVES

Besides the proposed alternate, one alternative would be to follow the existing highway, on the north side of the Clark Fork. From both an engineering and an ecological point of view this would be disastrous; large cuts and fills, extensive scarring, substantial river encroachment and riprap, river pollution and wildlife populations readjustment would result. The alignment for F-254(10) will follow the existing route, old U.S. 10. Any change would require the taking of additional right-of-way and new access to adjoining properties with no compensating benefits.

Another alternate would be to not build these projects. This would not comply with the National Highway Defense Act and would leave unconstructed a portion of the Interstate Highway system. This in turn would create a hazardous condition with resultant motorist fatalities, injuries and economic loss.

V. AGENCIES AND ORGANIZATIONS WHICH WERE FURNISHED COPIES OF THE DEC. 1973 DRAFT STATEMENT AND FROM WHICH COMMENTS WERE REQUESTED

* Denotes Agencies from which comments were received.

Board of County Commissioners
Mineral County
Superior, Montana 59872

Honorable John A. Anderson
Mayor
Superior, Montana 59872

Mrs. Anna J. Murphy
Superintendent of Schools
Superior, Montana 59872

Dr. T.C. Byerly
Department of Agriculture
Office of the Secretary
Washington, D.C. 20250

* U.S. Forest Service
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Missoula, Montana 59801

Mr. Kermit Sullivan
Postmaster
Superior, Montana 59872

Student Environmental Research Center
Room 212 Venture Center
University of Montana
Missoula, Montana 59801

Documents Department
Montana State Library
Helena, Montana 59601 (20 copies)

Dept. of Health & Environmental Science
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Helena, Montana 59601 (2 copies)

* Environmental Quality Council
Mr. Fletcher Newby
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Helena, Montana 59601

* Montana Dept. of Fish and Game
Division of Environment & Information
Sam W. Mitchell Building
Helena, Montana 59601 (2 copies)

Dept. of Intergovernmental Relations
Planning and Economic Development Div.
Mr. Perry Roys, Exec. Director
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Helena, Montana 59601

Montana Dept. of Natural Resources & Conservation
Mr. Lawrence M. Jakub
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Agriculture Stabilization & Conservation Services
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Rural Electrification Administration
Montana Associated Utilities
Rainbow Western Hotel
Great Falls, Montana 59401

Federal Power Commission
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San Francisco, California 94111

Soil Conservation Service
4930 Ninth Ave. So.
Great Falls, Montana 59401

U.S. Forest Service
Federal Center
Denver, Colorado 80225

Geological Survey
Federal Center
Denver, Colorado 80225

U.S. Geological Survey
Federal Building
Helena, Montana 59601

Governor's Office
Capitol Building
Helena, Montana 59601

Department of Health, Education & Welfare
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19th and Stout Streets
Denver, Colorado 80202

Bureau of Mines
Intermountain Field Operations Center
Denver, Colorado 80225

National Park Service
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Omaha, Nebraska 68102

Economic Development Administration
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Rear Admiral J.J. McClelland, Cmdr.
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Director, Environmental Project Review
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- * Environmental Protection Agency
Room 916, Lincoln Tower
1860 Lincoln Street
Denver, Colorado 80203 (5 copies)
- * Dept. of Housing & Urban Development
Federal Building
19th and Stout Streets
Denver, Colorado 80202

VI. DATE DRAFT STATEMENT MADE AVAILABLE TO C.E.Q.

Dec. 7, 1973.

FINAL STATEMENT

The following is the Final Environmental Statement for Projects I-90-1(13)39, Sloway East and West, I-90-1(40)43, Superior West and F 254(10), Superior Connector.

I. PURPOSE

The I-90 Sloway East and West and Superior West projects are part of the Interstate and Defense Highway System. The F-254(10) project is required as a connection between the City of Superior and the Interstate roadway.

The purpose of these projects is to complete this portion of the four-lane Interstate Highway System and to provide the public with a safe, and efficient means of transportation.

II. DESCRIPTION OF THE PROPOSED CONSTRUCTION AND THE SURROUNDING AREA

A. DESCRIPTION OF THE PROJECT

The Sloway East and West and the Superior West projects comprise a continuous segment of 8.06 miles of Interstate Highway. These projects are designed to current four-lane interstate standards. Each pair of lanes consists of two 12 foot driving lanes with 10 foot outside and 4 foot inside shoulders. Grades will not exceed 3.29% and the horizontal curves will be no sharper than 3°00'. Design speed is 70 m.p.h.

The F-254(10) primary road project is 2.2 miles in length. In the rural area the roadway has two 12 foot driving lanes and 2 foot outside shoulders. The urban section has parking lanes and a curb and gutter section with sidewalk.

Traffic Data for these projects is as follows: ADT = Average Daily Traffic; DHV = Design Hourly Volume; D = Direction Distribution; T = Trucks; V = Design Speed.

	<u>Sloway E. & W.</u>	<u>Superior W.</u>	<u>F 254(10)</u>
ADT (1972)	2420	2550	*
ADT (1996)	4250	4150	680
DIV	570	550	90
D	55-45	55-45	55-45
T	17.0%	17.0%	10.0%
V	70 mph	70 mph	50 mph

* 1972 A.D.T. at Superior city limits = 113; at Pardee Gulch = 37. ADT immediately after opening to traffic = 313.

SLOWAY EAST & WEST

The Sloway East and West project begins approximately 4 miles east of St. Regis and extends southeasterly 4.72 miles to a point about 4.5 miles west of Superior. The proposed horizontal separation of roadways varies between 38 feet, 100 feet and 200 feet center to center. The vertical alignment is separated throughout most of the project length.

About 1.8 miles from the project beginning, the alignment crosses the Chicago, Milwaukee, St. Paul and Pacific Railroad, existing U.S. 10 and the Clark Fork. Two new bridges will be constructed at this location.

The Dry Creek Interchange is located near the east end of the Sloway East and West project. This interchange will be Interstate over cross road which will serve as access to LaVista and to the existing U.S. 10 lying north of the Clark Fork. A new bridge across the river will be constructed as part of the cross road.

The project terminates at the west end of the bridge at the Superior-Clark Fork crossing which is also the beginning of the Superior West project.

New right-of-way will be required throughout the project. The new right-of-way width will vary between 300 and 600 feet and includes approximately 220 acres. Fifty acres are used for agricultural purposes and the balance is timber land.

Access to the Interstate will be controlled throughout the project and local access will be perpetuated by the Dry Creek Interchange, existing roads and trails. Access to the Sloway Campground is provided by the Dry Creek Interchange and existing U.S. 10.

SUPERIOR WEST

The Superior West project begins at the end of the Sloway East and West project and extends easterly 3.34 miles to a point near Superior, Montana.

The initial 1.1 miles of the project consist of four lane Interstate construction with the horizontal separation of centerlines varying from 38 to 60 feet. The easterly 2.21 miles of the project will consist of adding two lanes to the existing two lane Interstate with horizontal 4 lane separation of 60 feet. The vertical alignment of all four lanes will be common due to the short horizontal lane separation.

At the beginning of the project, two new bridges are required to cross the Clark Fork. An additional single structure is located just east of the Superior West Interchange on the add two lane portion of the project.

Approximately 2000' of concrete retaining walls along the east bound lanes will prevent encroachment into the Clark Fork through the area east of Pardee Gulch.

The Superior West Interchange will provide access to the town of Superior via project F-254(10).

Near the project's beginning approximately 1 mile of the Chicago, Milwaukee, St. Paul and Pacific Railroad will be relocated to permit construction of the four lane facility. In this same area approximately 0.75 miles of the Pardee Gulch Road will be relocated for the same reason.

About 3000' west of the end of the project a portion of the existing county road and a cross road under will be constructed to perpetuate private access already provided at this point.

The majority of this project will be constructed within the existing right-of-way; however, some additional right-of-way, approximately 55 acres, will be required for the railroad relocation and the Superior West Interchange. Of this acreage, 12 acres are agriculturally oriented with the remainder in timber.

Access to the Interstate will be controlled throughout and local access will be provided by the Superior West Interchange and existing roads and trails.

PRIMARY F-254(10)

Primary F-254(10) begins at the railroad overpass northeast of the Superior West Interchange and extends 2.2 miles easterly into the town of Superior.

The rural section proposed will have two 12 foot driving lanes and 2 foot outside shoulders. The urban section proposed will incorporate curbs, gutters, parking lanes and sidewalks and will be used within a portion of the corporate limits of Superior.

At the beginning of the project a bridge will carry the new facility over the Chicago, Milwaukee, St. Paul and Pacific Railroad. An access road will connect the P.T.W. (Present Travelled Way, old U.S. 10) to the new primary as shown on the attached aerial translite print.

Access will not be controlled. The new facility crosses no major drainages.

Approximately 11 acres of new right-of-way will be required, 5 acres being used for agricultural purpose with the balance being timber and grass. Most of the new facility can be constructed within the existing right-of-way.

No Section 4(f) lands are involved on these projects.

B. DESCRIPTION OF EXISTING ENVIRONMENT

a. Human Resources

Mineral County has a population of 2,958, 1970 census. The City of Superior is the County Seat with a population of 993. Mineral County has decreased in population 2.6% over the last decade, 1960 to 1970. The unemployment rate in Mineral County is reported to be 8.6%.

b. Physiography and Geology

The new alignment traverses the valley of the Clark Fork of the Columbia River, which is the dominant physiographic feature in the project area. The river flows in a westerly direction through a relatively narrow valley bordered by steep, heavily forested mountains. Total relief approaches 2500 feet with elevations

ranging from 2700 to 5200 feet above sea level. The alignment crosses zones of Pleistocene lake silts interspersed by shelves of fractured argillite.

Low lying areas consist of shallow soils over alluvial gravel.

The preconstruction geologic investigations conducted did not indicate geology problems which would not be handled by standard engineering procedures or which could have environmental problems.

Streams tributary to the Clark Fork are classed as intermittent, generally flowing only during spring run-off periods.

c. Land Use

Terrain in the vicinity of the project is predominately forested mountains. The main industry is lumbering, followed by recreation and mining. Agriculture is limited to small holdings along the river bottom. 85% of the total county area is in state and federal government ownership with the remaining 15% in private ownership. Of the right-of-way required for the Interstate projects, approximately 95% is in private ownership and 5% Federal lands. All of F-254(10) is privately owned. Agricultural lands are primarily devoted to the production of hay or other livestock feed and to grazing for beef and dairy cattle. Timber production is the primary use of forested areas.

d. Fish and Wildlife

The Clark Fork is considered an important sports fishery for Brown and Rainbow trout. Rainbow are reported to be particularly abundant in the Superior area according to the Department of Fish and Game.

Waterfowl, such as ducks and geese, use the river and surroundings as a resting and nesting place and is open to hunting during the prescribed season. White-tailed and mule deer, elk and black bear inhabit the area and provide excellent hunting.

e. Vegetation Resources

The majority of the area is heavily wooded. Lodge Pole pines interspersed with Ponderosa pines constitute the main tree cover. The area along the river contains growths of willow and cottonwood trees.

Agricultural land consists generally of hay fields or grazing areas covered with native grasses.

f. Climate

The area's climate is described as semi-arid with an average annual precipitation of 16 inches. The average July temperature is +59° and the average January temperature is +25°. Sub-zero temperatures of short duration are common during the winter months. The growing season averages approximately 100 days per year. Major snowfall usually occurs during the period of January through March. Most of the rainfall occurs in April and May. Prevailing winds are from the west and are classified as moderate.

g. Transportation

The principal means of transportation in the area is by private car. There is limited bus transportation available. The Burlington Northern and the Chicago, Milwaukee, St. Paul and Pacific Railroad have lines through the area but no passenger service is provided. Goods are brought in by truck from Spokane or Missoula. There is a county airport two miles east of Superior which offers service to light aircraft but no commercial flights are available.

h. Utilities

The Montana Power Company provides electrical power to the area and also supplies water to the town of Superior. Natural gas is not available. Telephone service is provided by Mountain Bell.

i. Medical Facilities

The town of Superior has a nine bed hospital which is not in operation at this time because there is no doctor in the area. People in need of medical attention must travel either west to Wallace, Idaho or east to Missoula. There is a community owned

ambulance service operating in the town of Superior.

j. Educational Facilities

Superior High School is located in Superior and has an enrollment of approximately 150 students. The town of St. Regis, 13 miles west of Superior, also has a high school. One elementary school is also located in Superior and the project lies totally within the Superior school district.

k. Scenic Areas and Points of Interest

The entire Clark Fork canyon is extremely scenic. Near the Sloway campground, a unique combination of geography, elevation and bridge location will present a view of a large portion of the canyon. The proposed bridge at this site has received extensive architectural design treatment to compliment this panorama. The Statewide Archaeological Survey is contacted relative to all highway projects for their study and recommendations concerning archaeological sites. There are no known historical or archaeological sites in the project area.

l. Water Resources

There are no dams or hydro-electric power stations in the project area. The project will not disrupt any private or public irrigation facilities and no major stream channel changes are planned. A flood hazard evaluation will be made per Executive Order 11296.

Development at the interchanges could result in liquid wastes being added to the ground water system. These wastes would eventually discharge in the Clark Fork causing an unknown, but probably minor deterioration in the quality of both the local ground water system and the river.

III. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Environmental Impact of the Proposed Action

Construction of the facility would require 286 acres of new right-of-way. Wild-life populations would be forced to adapt to this reduction in available habitat and to the

right-of-way fence which might restrict their movements. The Montana Department of Fish and Game has indicated that there are no major game migration routes in project area, although they do have reports of elk crossing the river in the vicinity of Keystone Gulch. To their knowledge, the project would not infringe on any significant winter range. Wildlife inhabiting the area will be subject to increased vehicle mortality. However, this is not expected to cause major adverse effects on any local wildlife populations.

With the exception of the four bridged crossings of the Clark Fork River, the project will not infringe on the stream channel. No significant change in fish habitat is anticipated.

Control of access features would isolate the northeast bank of the Clark Fork River from Station 1140+ to 110+ from use by sports fishermen. Access to the southwest bank would remain unchanged.

With the exception of minor dust and smoke problems during construction, air pollution will not be significantly increased. Therefore, in accordance with paragraph 6.b(1)b of the air quality guidelines, the Department of Highways is not required to solicit comments from the air pollution control agency. The Montana Department of Health and Environmental Sciences which is the agency designated as the state air pollution control agency, has previously informed us that Montana's Implementation Plan does not contain a section on transportation control strategy since Montana does not have a serious pollution problem caused by highway vehicles. This, therefore, is a confirmation of our statement of no significant air quality impact. Even though air pollution reduction is not one of the objectives of the project, it is an important by-product of improved traffic flow. Actions such as reducing grades, flattening curves, and reducing congestion, improve traffic flow and a comparable decline in air pollution can be expected for the operating system. The provisions for air quality controls are not in conflict with the state implementation plan as prepared by the Department of Health and Environmental Sciences. Water pollution will be minimized

by keeping all roadway construction out of the Clark Fork. Retaining walls will be used where necessary. The difference in elevation between the river and the walls is such that there will be no encroachment in the river for the necessary construction. During the construction of the bridge piers, some siltation may occur, but will be minimal with good construction practices.

The contractor will be required to prevent construction operations or the results of construction operations from silting rivers, streams and impoundments. The construction of planned drainage facilities and the performance of other contract work that will help control siltation shall be done as soon as is practicable. The siltation control measures will be continued until the permanent drainage facilities have been constructed.

The contractor will be required to exercise every reasonable precaution throughout the life of the project to prevent pollution of rivers, streams or impoundments. Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage and other harmful wastes will not be discharged into or alongside rivers, streams, impoundments or into natural or manmade channels leading thereto. The contractor will meet the requirements of the applicable regulations of the State Department of Fish and Game, State Department of Health and Environmental Sciences, and other State or Federal regulations relating to the prevention or abatement of water pollution.

Bridges are to be constructed across the Clark Fork at four locations. The average stream velocity in the project area is 10 feet per second. For a 50 year flood of 61,000 C.F.S., streambed scour or silting will be very slight and no overbank flooding is anticipated. The construction of these bridges will create no lasting impacts on the environment of the area. The U.S. Coast Guard has indicated that there are no navigational requirements on the section of the river.

Approximately 286 acres, including agriculture (67 acres) and timber land

(219 acres), will be taken for construction of the project. The loss of this land from the area's ecosystems is not anticipated to cause any major disruption to the ecological balances.

There is only one family living within the proposed right-of-way of this project, a retired couple on the east bank of the Clark Fork near the Sloway Campground. Current design will necessitate taking most of the couple's land with consequent relocation. This relocation should cause no difficulty and should be considered a minor problem on this project. As previously stated, relocation will not be effected until and unless suitable replacement housing is made available.

An increase in employment may be expected during construction period.

No significant alteration of the character of the area is anticipated.

B. Adverse Environmental Effects Which Cannot Be Avoided

By its very nature, a modern super-highway will noticeably raise the ambient noise level to some degree. Judicious use of existing terrain features and placement of the roadway at maximum feasible distances from the few habitations encountered will result in no appreciable increase in the ambient noise level for the residents of the area. The ambient noise levels in the vicinity of the Sloway Campground will be reduced because the Interstate highway will be located further away than the present highway. Highway noise at the campground will approach 70 decibels. Should it be desirable to further decrease this level, it will be necessary to provide some type of artificial barrier between the Interstate and the campground.

Future legislation will undoubtedly contribute to the control of traffic-generated noise problems at the source. However, until quieter vehicles can be designed and manufactured and the present noisier vehicles outlive their usefulness, highway design techniques can be utilized to minimize the impact of traffic-generated noise on adjacent areas.

Project F-254(10) will provide a route for through traffic from Superior to the

Interstate at the West Superior Interchange. An increase in traffic will consist mostly of cars and light trucks and will occur mainly during daylight hours. Noise levels at critical locations were predicted by the nomograph method and were found to be within Federal Highway Administration standards.

Other effects are: withdrawal from future use of the land taken for right-of-way, exposure to erosion of the cut and fill slopes, and some alteration of the behavior patterns of the wildlife indigenous to the area.

C. Alternatives

The proposed alignment is the result of several independent alignment studies, interchange location and justification studies, and access perpetuation studies.

The primary reason for the alignment location studies was to avoid encroachment upon the Sloway Campground, the Clark Fork and upon a potential river frontage development area. The interchange location and access studies resulted in adding two interchanges and a river crossing. Improved access to properties on both sides of the river will result.

An alignment along the south bank of the river between Station 53 and 120 was considered. This was discarded because it would take a large portion of agricultural land and would necessitate relocation of four homes and their occupants.

Two alternatives to the proposed project exist. One of these would be to follow the existing highway. From both an engineering and an ecological point of view, this would be disastrous: large cuts and fills, extensive scarring, river pollution, and loss of existing river access would result. Substantial river encroachment and rip-rap work would be necessary; additional relocation of the C.M. St. P. & P. Railroad would be required and the small community of LaVista would be disrupted.

The second alternative is to not build this project. This would not comply with the National Highway Defense Act and would leave a gap in the Interstate Highway System.

This would also leave a hazardous "bottleneck" stretch of highway, which in turn, would result in fatalities, injuries and economic loss to the travelling public.

The "no-build" alternative for the West Superior Interchange and primary connection was considered at one time, but this alternative was discarded following the public hearing as local residents of the area favored the proposed improvements.

Based upon these considerations, the proposed alignment is the only reasonable alternative.

D. Relationship Between Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

The short term use as well as long term use within the project limits will be oriented primarily to the logging industry. Construction of this project is not expected to change the logging business which is presently being conducted in the area. As time progresses more use will be made of highways and the demand will be greater for those improved facilities.

It is expected that commercial development will occur in the interchange areas, subject to state and local regulations. Development can also be expected along F-254(10) between the town of Superior and the West Superior Interchange. It is recognized that certain long term benefits such as trees, shrubs, wildlife habitat and agriculture will suffer to some degree due to this project and attendant development, but such losses are considered minor when weighed against the benefits derived.

E. Irreversible and Irretreivable Commitments of Resources

The major irreversible commitments of resources for this project will be the large capital expenditure necessary for construction. Other minor irreversible and irretreivable commitments of resources would be the small amounts of material necessary in construction of the project, i.e., culverts, fencing, paving materials, etc. It should be recognized there will be a loss of flora and fauna in the taking of 67 acres of agricultural land and 219 acres of timber land. It is not anticipated that the land to be occupied by the proposed facility would ever be returned to present use

should the project be constructed and later abandoned. The contractor would be responsible for conserving all energy resources which are necessary for completion of the project.

IV. BENEFITS

All people traveling the proposed route will benefit by having an improved highway that provides safer and more efficient transportation. An improved highway will greatly benefit this area, which is devoted mostly to lumbering and tourism.

Communication between the communities of St. Regis and Superior will be significantly improved. School bus routes, mail routes, religious access and community access will benefit by such a greatly improved facility and because of the added interchanges and the F-254(10) project.

More efficient fire protection west of Superior will be available through the use of access routes provided by this project. These access routes will also be used by logging trucks to by-pass the town of Superior, thus reducing traffic congestion and noise pollution in the town. Project F-254(10) will provide a through link to the Interstate to the west, thus increasing both local and tourist traffic. This increase should be of benefit to the economic status of the town and should be particularly beneficial to businesses along old Highway 10.

V. MINIMIZING ADVERSE ENVIRONMENTAL EFFECTS

A concentrated effort was made to fit the roadways to the terrain whenever possible. The alignment from the beginning of the project to the Sloway bridge is an example of this consideration. These roadways are split such that they take advantage of the side hill location and thus minimize scarring, while providing a scenic overlook of the Clark Fork Valley.

Encroachment upon and consequent pollution of the Clark Fork will be eliminated through construction of retaining walls where necessary to avoid encroachment. The

scarring attendant upon any highway construction project will be minimized by seeding, landscaping, providing drainage to minimize erosion, and maximum backslopes to reduce scarring.

The Sloway-Clark Fork bridge crossing is viewed from the Sloway Campground. The plans for the proposed structure have involved extensive architectural study to insure a blending of steel and concrete into the existing environment.

Throughout the project, adequate drainage has been provided to handle a 50 year design discharge. In view of these hydraulic considerations, no effects are anticipated in the normal watertable with one minor exception. Several small perched watertables are present on the mountainside west of the Sloway Campground. It is possible that some of these small watertables will be intercepted in some of the cut sections through this area. Since these tables appear only as small intermittent springs during spring and early summer, disruption of their minor flow is considered to have negligible effects on the local watertables.

After numerous meetings with the Montana Department of Fish and Game, a special super-span structural steel pipe is proposed for the Dry Creek drainage. This structure will be added to facilitate the passage of fish from the Clark Fork to their spawning grounds in the upper reaches of Dry Creek. Excavation from the existing stream bed necessary for placement of the pipe will be replaced inside the pipe in an effort to simulate a natural stream bottom. Larger rocks will also be placed inside the pipe to lower stream velocity and create small pools.

VI. SECTION 4(f) NON-INVOLVEMENT

A portion of this project is in close proximity with an existing Forest Service campground - the Sloway Campground. Several alignment studies have been performed in the natural course of design. These studies have resulted in an alignment chosen to minimize any effect upon the campground area and its utilization. In reply to a Department of Highways letter of July 20, 1973 the Forest Service by letter of August 6, 1973 states

that no Section 4(f) lands are involved on the proposed projects. They also comment that the proposed alignment will enhance the Sloway Campground. Copies of these letters are attached.

The FHWA Division Office determination of no Section 4(f) involvement is also included.

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

May 20, 1974

39-JGS

I 90-1 (13)
Sloway E. - W.
I 90-1 (40)
Superior W.
F 254 (10)
Superior-La Vista

Mr. Ashley Roberts
Administrator, Recreation and Parks
Division
Montana Department of Fish and Game
Sam W. Mitchell Building
Helena, Montana 59601

Dear Mr. Roberts:

The Department of Highways is in the process of preparing the final environmental impact statement for the subject projects.

We would appreciate a letter from you identifying any properties in the project area which may be eligible for nomination to the National Register of Historic Places. To our knowledge, there are none presently listed in the Register. Aerial translite prints of the area are enclosed.

Thank you for your consideration in this matter.

Very truly yours,

H.J. ANDERSON
DIRECTOR OF HIGHWAYS

By Stephen C. Kologi
Stephen C. Kologi, P.E.
Supervisor, Preconstruction Sect.

39-SCK/GLA/JGS/lkl

cc: G.L. Anders

11/11/91/112

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, Montana

June 10, 1974

Mr. Stephen C. Kologi, P.E.
Supervisor, Preconstruction Section
Montana Department of Highways
Helena, Montana 59601

Re: I 90 Sloway, E. - W., Superior
W., Superior - La Vista

Dear Mr. Kologi:

Presently, there are no historic or archeologic sites listed on the National Register in the vicinity of the I-90 highway projects west of Superior. However the Mullan Road, portions of which have already been nominated to the Register, follows the north bank of the Clark Fork River in that area.

This historic wagon trail has pretty much been obliterated between Superior and Sloway Gulch by roads, railroads and farming. Because of this and also since most of the highway project lies on the south bank, there should not be any noticeable additional impacts in this area.

Between Sloway Gulch and St. Regis, the Mullan Road moves away from the river against the face of the hills to the north. The highway project will have no effect here also as long as it remains in the vicinity of the present highway as shown on your photos.

Thank you for contacting me.

Sincerely,

Ashley C. Roberts

Ashley C. Roberts, Administrator
Recreation and Parks Division

ACR:DGC:op

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July 20, 1973

39-JGS

Regional Forester
U.S. Forest Service
200 E. Broadway
Missoula, Montana 59801

I 90-1(13)39
Sloway-E. & W.
I 90-1(40)43
Superior-West
F 254(10)
Superior-LaVista

Dear Sir:

The Montana Department of Highways is in the process of writing a revised draft environmental statement for the above Interstate projects due to major design changes subsequent to distribution of the original draft statement in April of 1971. We are also preparing the draft statement for the Superior-LaVista Primary project.

We will appreciate your furnishing us with a supportable determination as to whether or not Forest Service lands involved have any present or planned section 4(f) usage. This determination is needed for inclusion in the environmental statement as per your Forest Service Manual Emergency Directive No. 3. Past correspondence with your agency has indicated that there is no 4(f) involvement.

Our ownership maps indicate that Forest Service land on the project lies in Section 15, Township 17N, Range 27W. For your information we are enclosing 2 copies of aerial photo prints showing the project location and a copy of your March 1, 1971 letter indicating your agreement with our planning in the vicinity of the Sloway campground.

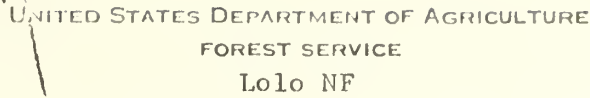
Very truly yours,

H.J. ANDERSON,
DIRECTOR OF HIGHWAYS

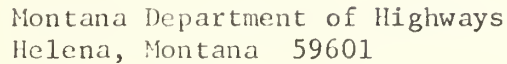
39-SCK/GLA/JGS/lm
Attachment

cc: J.R. Beckert
B.C. Miller
R.E. Champion
G.L. Anders

By Stephen C. Kologi
Stephen C. Kologi, P.E.,
Supervisor-Preconstruction Sect.



August 6, 1973



AC1	17	1. NAME OF PERSON	JOHN F. BERRY
		2. ADDRESS	1000 15th St NW
		3. CITY	WASHINGTON
		4. STATE	DC
		5. ZIP	20004
		6. PHONE	202-462-1234
		7. OCCUPATION	Engineer
		8. EMPLOYER	General Electric
		9. DATE OF BIRTH	10/15/45
		10. DATE OF DEATH	
		11. DATE OF MARRIAGE	
		12. DATE OF DIVORCE	
		13. DATE OF REENTRY	
		14. DATE OF DEPORTATION	
		15. DATE OF CITIZENSHIP	
		16. DATE OF NATURALIZATION	
		17. DATE OF DEPORTATION	
		18. DATE OF REENTRY	
		19. DATE OF DEPORTATION	
		20. DATE OF REENTRY	

- 25 -

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8
MONTANA DIVISION OFFICE
HELENA, MONTANA

SECTION 4(f) DETERMINATION REPORT
PURSUANT TO 49 USC 1653(f)
PROJECT I 90-1(13)39 SLOWAY EAST & WEST
PROJECT I 90-1(40)43 SUPERIOR WEST
PROJECT F 254(10) SUPERIOR-LAVISTA
MINERAL COUNTY

FHWA-MONT-EIS-71-03-F

JANUARY 15, 1974

SECTION 4(f) DETERMINATION REPORT
PURSUANT TO 49 USC 1653(f)

INTRODUCTION

This report is prepared in response to requirements set forth in the Federal Highway Administration Notice dated May 11, 1973. That notice requires the Division Engineer, Federal Highway Administration, to make an independent determination of the applicability of 49 USC 1653(f) when the United States Forest Service has determined that Situation 1 applies as stated in their Emergency Directive No. 3, dated October 26, 1972. These referenced documents are included in the Appendix to this report.

In Section VI of the Final Environmental Impact Statement, the Forest Service has made a determination that the route to which this statement is addressed does not encroach on or take lands from any of the types of specifically designated areas in the applicable public laws. This report sets forth relevant data which serves as the basis for the independent determination of the Division Engineer.

RECREATION SITES

There is one existing campground within the limits of Project I 90-1(13)39, Sloway East and West. The proposed routing of this project does not encroach on or use land devoted to the campground. There are no other public parks or developed recreation sites within the Lolo National Forest Boundaries on lands embraced by the routing of the projects covered by this report.

SLOWAY CAMPGROUND

This campground is located about five miles east of St. Regis within terminal limits of Project I 90-1(13)39 adjacent (360 feet right) to stations 945-965 as shown on maps included in the environmental statement. It is bordered by U.S. Route 10 (FTW alternate) on the north and by the Clark Fork of the Columbia River on the south. U.S. Route 10 now provides access to the campground and will continue

to serve it in the after situation since Interstate planning provides perpetuation of this highway to serve local access needs. This segment of road is integrated with Interstate 90 by the Sloway Interchange located slightly less than three miles west of the Sloway Campground and by the Dry Creek Interchange located at Station 1100 about two and one half miles east of the campground.

Basic facilities of the Sloway Campground include 19 parking spurs, nine trailer parking loops, four pair of pit toilets and four wells. The parking spurs include tables and fire grates. These are well screened from U.S. Route 10 by a forest cover of Lodgepole pine, Ponderosa pine and other vegetation.

Location of Interstate 90 in the campground vicinity is approximately 360 feet northerly of U.S. Route 10 and the Chicago, Milwaukee, St. Paul & Pacific Railroad which parallels U.S. 10 to the north. The Interstate alignment curves southeasterly about 500 feet east of the campground and crosses over the railroad, U.S. Route 10 and the Clark Fork on dual 1317-foot bridges. The bridges will be partially visible from the campground and as discussed in the impact statement, they are being designed with architectural considerations to blend them into the landscape. The net effect of the Interstate location is one of creating more lateral clearance between the campground and the main traffic stream which is an enhancement for the campground over the existing situation.

POTENTIAL RECREATION SITES

National Forest lands actually required for these projects (14 of 286 acres) are of mountainous nature with steep slopes and it is not considered that they have the potential for development as recreation areas or land uses cited in 49 USC 1653(f). The Forest Service has no definite plans for development of additional recreation areas within the confines of these projects.

WILDLIFE & WATERFOWL REFUGES

There are no wildlife or waterfowl refuges designated within the confines of these projects.

NATURAL OR HISTORIC LANDMARKS

There are no registered landmarks that fall within the realm of the provisions of 16 USC 470(f) (Section 106 of the Historic Preservation Act of 1966) on these projects.

BASIS FOR DETERMINATION OF APPLICABILITY OF 49 USC 1653(f)

1. The routing of these projects does not require the use of lands devoted to 1653(f) type usage.
2. No potential recreation sites will be affected by the proposed highway.
3. The effect of construction of these projects is to provide access to and through this area rather than taking lands specifically designated as 4(f) lands.

DETERMINATION OF APPLICABILITY OF 49 USC 1653(f)

It is my determination that the routing for these highway projects does not encroach on or use land from any of the types of specifically designated areas cited in 49 USC 1653(f).

H. N. Stewart

H. N. Stewart, Division Engineer
Federal Highway Administration

Memorandum

DATE: December 11, 1973

SUBJECT: Draft Environmental Impact Statement: Highway Project for Montana, I 90-1(13)39, Sloway East and West; I 90-1(40)43, Superior West; F 254(10), Superior - LaVista, FHWA-Mont-EIS-71-03-D

FROM : Director, Office of Environmental Affairs

In reply
refer to: TES-70

TO : Harold N. Stewart
Division Engineer
Helena, Montana

We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.

M. Convisser
Martin Convisser

cc:
Regional Federal Highway Administrator
Denver, Colorado

[illegible]

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REGION VIII

HELENA, MONTANA

Mr. H. J. Anderson
Director of Highways
U.S. Department of Transportation
Federal Highway Administration
Helena, Montana 59601

Dear Mr. Anderson:

Subject: Comments on Draft Environmental Impact Statement for -

I 90-1(13) 39 Sloway East and West
I 90-1(40) 43 Superior West
F 254(10) Superior-LaVista

We have reviewed the subject Draft Environmental Impact Statement transmitted to us by your December 3, 1973, letter received by this office on December 13, 1973.

As you know, HUD is primarily concerned with (1) the effect of a proposed action on the urban environment and (2) the consistency of such actions with the comprehensive planning for the area. Construction of the proposed highway segments will have significant effects on the urban environment and the comprehensive planning for this area. This office offers the following comments for your consideration.

Our major concern is with the increased ambient noise levels and their effect upon residential and other noise sensitive areas. The statement declares, for example, that "highway noise at the campground will approach 70 decibels." A later declaration states that noise levels resulting from traffic noise are expected to increase in the town. We recommend that a full noise assessment projection be prepared, particularly for highway segments which may effect residential or other noise sensitive areas. Serious consideration should be given to noise abatement measures which would minimize any adverse effect. We further recommend that consideration be given to the local and regional comprehensive plan to assure maximum compatibility. Also, methods to minimize the adverse environmental effects which are inherent with the construction and long term use of the facility should be considered; air, water, noise pollution, etc.

If you have any question on the above comments, please do not hesitate to contact us.

Sincerely,



Lee R. Buttrill
Director, Community Evaluation
and Standards Division
Community Planning and Management

Date Recd. Preconst. <u>1-14-84</u>				
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		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		36 Traffic		
		37 Public Hearing		
		38 Suburban		
		39 Consultant Design		
		File		

Department of Housing and Urban Development

The comments concerning noise, air, and water pollution have been expanded in the final statement.

Concerning planning, this area has minimal local and regional planning; thus assuring compatibility is difficult.

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, Montana 59601
January 16, 1974

RECEIVED
JAN 17 1974
MONTANA HIGHWAY COMMISSION

Mr. H. J. Anderson
Director of Highways
Department of Highways
Helena, Montana 59601

Attention: Steve Kologi

Dear Mr. Anderson:

We have reviewed the draft environmental statement for the following projects:

Sloway-E. & W. - I 90-1(13)39
Superior West - I 90-1(40)43
Superior-LaVista - F 254(10)

We have worked with your Department on these projects and have no further comment on the statement.

We thank you for the opportunity to review and comment on these projects.

Sincerely,

Ralph W. Boland

Ralph W. Boland, Assistant Administrator
Environment and Information Division

RWB:jd
cc: James Ford

Date Recd. Preconst. 1-17-74		MAIL ROUTE	Attach	Initial
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		31 General Plans		
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		35 Surfacing Design		
		35 Photogrammetry		
		35 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		File		



REGION VIII
1860 LINCOLN STREET
DENVER, COLORADO 80203

JAN 16 1974

Mr. Stephen C. Kologi, P.E.
Supervisor, Preconstruction Section
Montana Department of Highways
Helena, Montana 59601

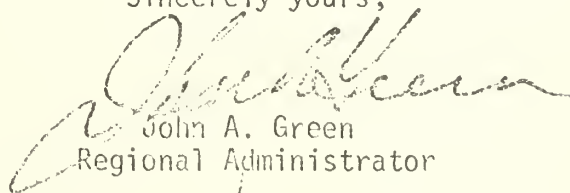
Dear Mr. Kologi:

The Environmental Protection Agency has reviewed the draft environmental statement for the Sloway East and West, Superior West and Superior La Vista projects and finds that it satisfactorily addresses the environmental aspects of the proposed action.

In accordance with current EPA guidelines the proposed project and environmental statement will be categorized in the Federal Register as LO-1.

Please send us a copy of the final statement.

Sincerely yours,


John A. Green
Regional Administrator

Date Recd. From Inst. 1-17-74	
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UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Federal Building
Missoula, MT 59801

REPLY TO: 8420 Review of Other Agencies
(7100) Environmental Statements

January 17, 1974

SUBJECT 190-1(13)39 Sloway East & West; 190-1(40)43 Superior
West; F254(10) Superior-Lavista



TO: Director of Highways
U.S. Department of Transportation
Federal Highway Administration
Helena, MT 59601

We have reviewed the enclosed draft environmental statement.

We influenced the planning of this project through the Lolo
Supervisor's Office in those areas where National Forest inter-
ests were involved--mainly campground and interchange facilities.

We are in agreement with the present plans and find the state-
ment acceptable as written.

for: Keith M. Thompson
STEVE YURICH
Regional Forester

Enclosure

1	OVERSEER	1/17/74
2	RECORD	
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SOIL CONSERVATION SERVICE

SUNDAY, MAY 26

RECEIVED

JAN 21 1974

H. J. Anderson
Director of Highways
Department of Highways
Capitol Station
Helena, Montana 59601

HELFNA, MONTANA

Date Recd.	Percent	Remarks
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1911	December	100

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United States Department of the Interior

OFFICE OF THE SECRETARY

MISSOURI BASIN REGION

BUILDING 67, DENVER, FEDERAL CENTER
DENVER, COLORADO 80225

IN REPLY REFER TO:
ER-72/1582

JAN 25 1974

Mr. H. J. Anderson
Director of Highways
State of Montana
Department of Highways
Helena, Montana 59601

Dear Mr. Anderson:

This is in reply to your letter requesting the Department of the Interior's comments on the draft environmental statement for Project I-90-1(13)39, Slooey East and West, I-90-3(40)42, Superior West and F 254(10), Superior Connector in Mineral County, Montana.

General Comments

The draft statement is rather limited and recognizes only a few of the adverse effects which could emerge from the proposed highway project. There are several areas where additional information and clarification are needed to strengthen the draft.

Specific Comments

1. Description of Existing Environment

- A. There is no specific data on the geology including minerals of the project area. Environmental problems that may result from local geologic conditions should be recognizable from preconstruction investigations and be within the range of standard engineering practice.
- B. The discussion of the project's effect on the present land use should be expanded to include impacts on future land use. This section of the draft should recognize the accelerated and increased pressures on the landscape that will result in further loss of natural values, particularly the riparian and wildlife.

- C. The description of fish and wildlife (page 12) in the area involved is very general. Although some types of fish and wildlife present are identified, their abundance in the project area should be recognized. The lack of this information makes it difficult for the reviewer to determine and evaluate the proposed project's impact on any species present.
 - D. In this vein, we should like to suggest the revision of the last sentence in paragraph d. (page 13) to be more explicit. The following minor change may be considered: "White-tailed and mule deer, elk, and black bear inhabit the area and provide excellent hunting in the surrounding mountains."
 - E. The draft statement does not reflect the usual attention accorded cultural resources by the Montana Department of Highways in their environmental documents. In this respect, we suggest that the final statement confirm or document that there are no known historical or archeological sites in the project area (paragraph k., page 15). This should be supported by the Statewide Archeological Survey and by the State Historic Preservation Officer. In addition, the final statement should contain confirmation that no site will be affected that is in the process of nomination to the National Register of Historic Places.
 - F. The discussion of water resources (page 15) is somewhat limited. Potential impacts of the proposed project on the quality of ground water in the area involved are not discussed. Should the expected developments at the interchanges occur, the liquid wastes from the construction could add nutrients to the ground water system. This action would eventually discharge into Clark Fork causing an unknown, but probable minor deterioration in the quality of both the local ground water system and the river.
2. Environmental Impact of the Proposed Action
- A. The context in the first paragraph under Section III (page 15) should be clarified with respect to adverse effects on local wildlife. Wildlife inhabiting the area will be subject to increased vehicle mortality. However, this is not expected to cause major adverse effects to any local wildlife populations.

2. We note on page 16 that the contractor will be required to prevent construction operations or results of construction operations from silting rivers, streams and impoundments. We strongly endorse that the contractor specifically show how this will be accomplished. Also, we suggest that this related construction work be closely monitored to prevent stream degradation. In addition, efforts to preserve the riparian vegetation along Clark Fork should be observed.

3. Alternatives

The "not to build" alternative (page 19) should not be ruled out because it would not comply with the National Highway Defense Act and leave a gap in the Interstate Highway System. This alternate should be fully discussed in the final statement to establish baseline environmental data, particularly concerning natural ecosystems, against which to measure adverse effects of the proposed project and the alternatives.

4. Relationship Between Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

This section of the draft statement should be expanded. There should be a discussion of the long-term benefits--tree and shrub growth, aesthetics, and wildlife--that will give way to the project. These benefits should then be compared to those gained by the highway facility. This information should bring into focus for the decisionmaker those tradeoffs (economic, short-term versus natural environment, long-term) involved in this project.

5. Irreversible and Irrecoverable Commitments of Resources

- A. This portion of the draft should also recognize the loss of flora and fauna, particularly the 230-plus acres of bottomland habitat for white-tailed deer, as irreversible commitments of resources for the highway project. For all practical purposes, the new highway will exist for a considerable period of time and the commitments of these resources for the project are relatively permanent.

Mr. H. J. Anderson

Page 4

- B. In addition, there should be a discussion included in the statement on the amount of sand, stone, gravel and borrow, as well as scarce energy items such as gasoline, oil and diesel fuel, needed for construction. For example, specific locations of the required construction materials, type of operations and related reclamation measures should be identified and described.

Sincerely,


Special Agent in Charge
to the Secretary

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63	64	65	66
67	68	69	70
71	72	73	74
75	76	77	78
79	80	81	82
83	84	85	86
87	88	89	90
91	92	93	94
95	96	97	98
99	100	101	102

United States Department of the Interior

Comments - Description of Existing Environment

- 1-A This section of the final statement has been expanded.
- 1-B Future land use of the area will continue as the present uses, logging and agriculture. The minimal land takings for this project will cause no significant loss of natural values because of the vastness of the remaining natural areas.
- 1-C The Department of Fish and Game states that the Clark Fork could be "shocked" so that a count could be made; however, the count would be inaccurate because of the size of stream.
- 1-D This section of the final statement has been expanded.
- 1-E A copy of a letter from the State Historic Preservation office is included in the final statement. The letter indicates there are no historic or archaeological sites within the project area listed on the National Register of Historic Places. It also points out that the proposed project will have no noticeable impact on the Mullan Road, portions of which have been nominated to the Register.
- 1-F This section of the final statement has been expanded.

Comments - Environmental Impact of Proposed Action

- 2-A This section of the final statement has been expanded.
- 2-B The contractor must comply with existing laws and specifications concerning all aspects of noise, water, air pollution and other areas of possible environmental damage. The design plans and specifications will provide additional safeguards to specific areas of concern.

Comments - Alternatives

- 3- This project's adverse effects are insignificant when compared to the benefits of the local logging industry, the travelling public, and those residents of the area. Damage to the area's ecosystem has been minimized by utilizing design techniques which blend the project into the natural surroundings.

Comments - Relationship Between Short-Term Uses of Man's Environment and Maintenance and Enhancement of Long-Term Productivity

- 4- The project will bring economic benefit to the County and its residents. A county with logging as its major industry has a fluctuating economy. Agriculture, the other major industry, also fluctuates. This proposed facility, with its resulting economic improvements, will offset the loss of the long term natural environment items, trees, shrubs, and wildlife. This area's ecosystem is blessed with an abundance, but the area's economy is not so fortunate.

Comments - Irreversible and Irretrievable Commitments of Resources

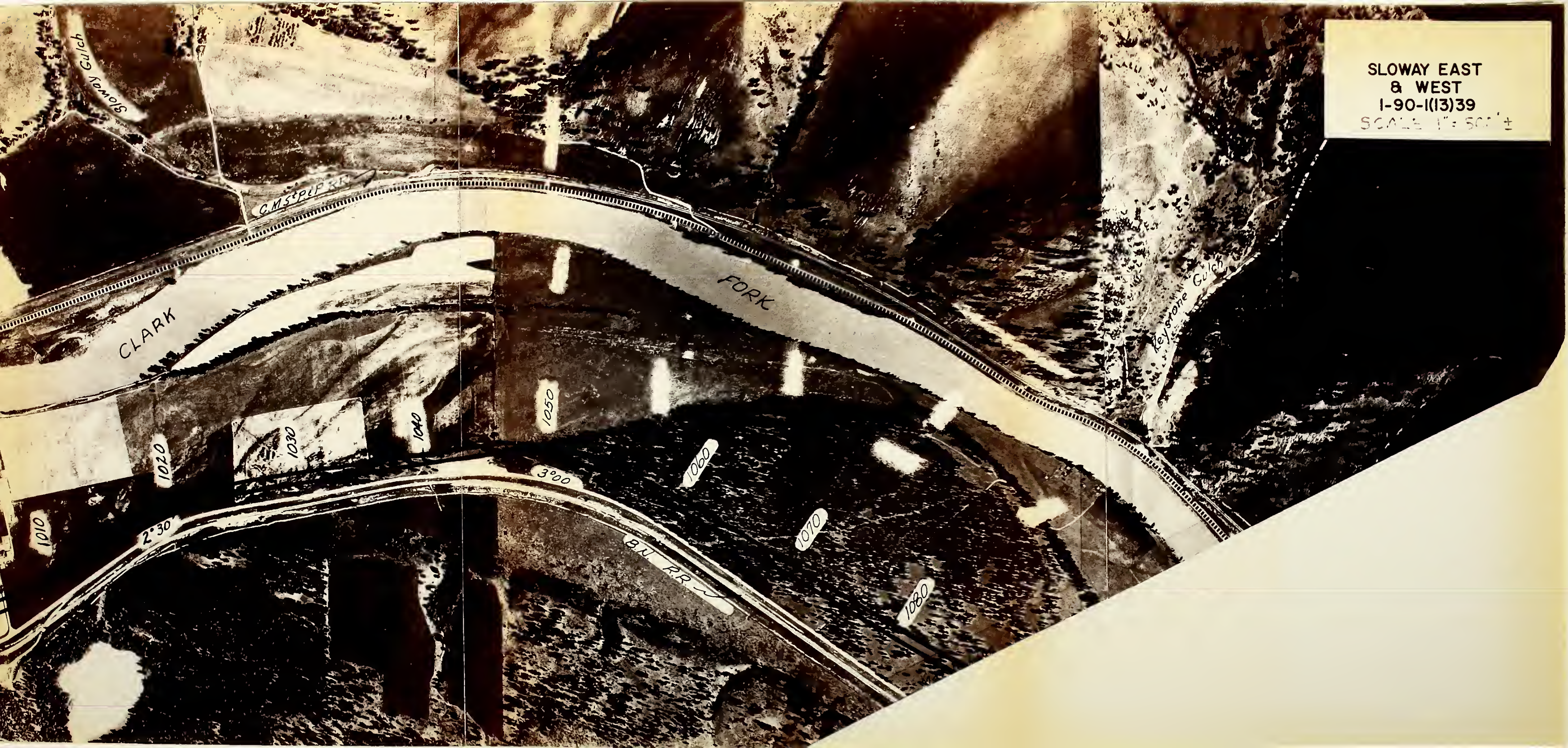
- 5-A This section of the final statement has been expanded.
- 5-B This project has approximately 2,055,000 cubic yards of excavation. The project

will balance within its own limits; thus, no borrow will be required.

A large portion of the embankment materials will come from the area of the railroad relocation. This area, as well as all other excavation - embankment areas, will have the overburden stripped, including topsoil, and conserved. These areas will be shaped, trimmed and sloped as required when this work task is complete. Topsoil and overburden will be replaced in the appropriate areas and then seeded.



SLOWAY EAST
& WEST
I-90-I(13)39
SCALE 1" = 500' ±





DRY CREEK
INTERCHANGE

ACCESS ROAD

La Vista

RTW ALT. N

CONNECTION RD
TO LA VISTA

CREEK

SUPER SPAN
CULVERT

BN RR

Pardee Gulch

RAIL RELOCATION

ACCESS RD
TO PARDEE GULCH

CLARK

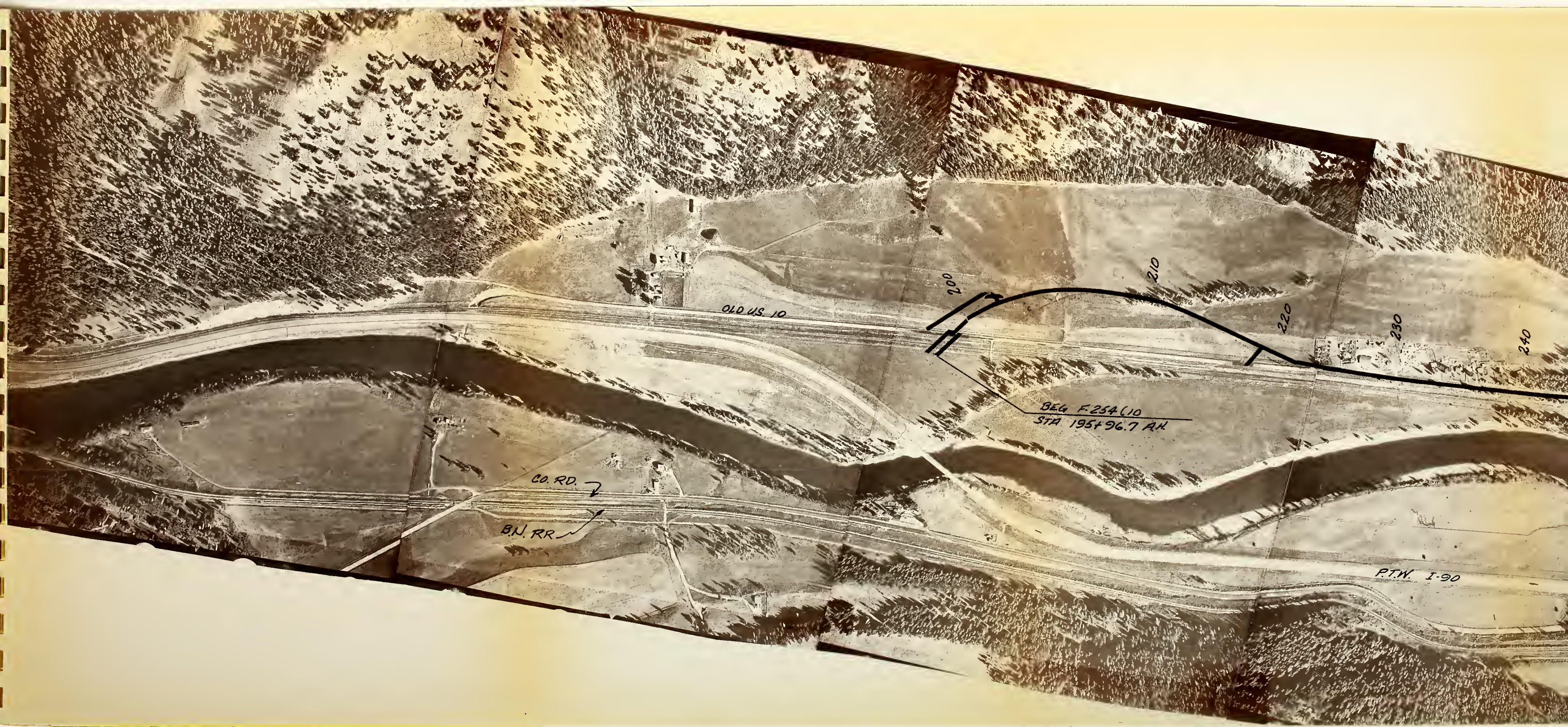
SOUTH RIVER BANK
ALTERNATE

STA 1127+64.7 BK
END SLOWWAY EEN -
BEG. SUPERIOR W.

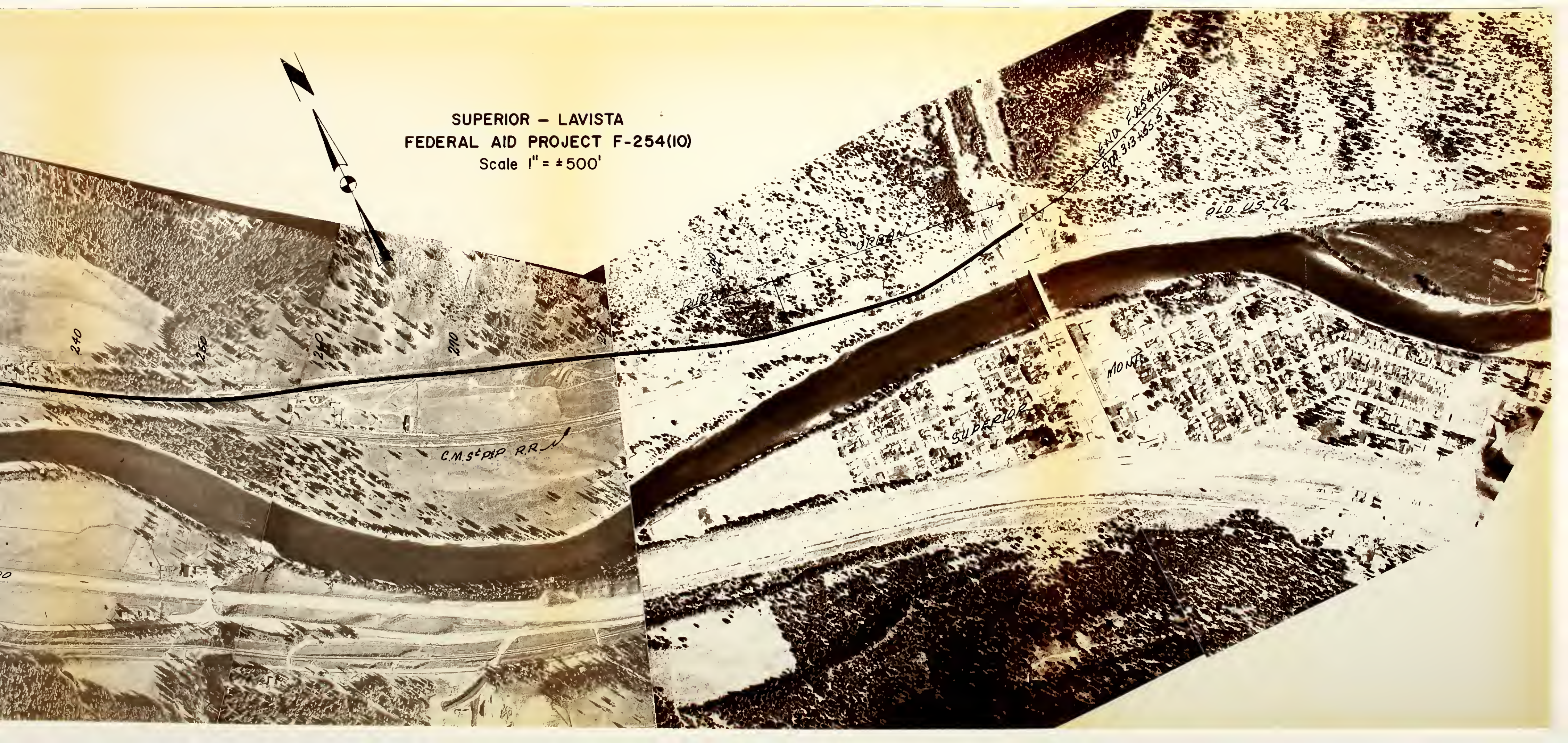
EQUATION
STA 1156+85 BK
STA 52+78.1 AH

I 90-1 (40) 43-47
SUPERIOR WEST
ADD 2 LANES
SCALE: 1" = 500' ±





SUPERIOR - LAVISTA
FEDERAL AID PROJECT F-254(10)
Scale 1" = ± 500'



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